

CENTRAL INTELLIGENCE AGENCY

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NO. OF PAGES 2

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Projects were in Hungary several construction as follows:

$$\begin{array}{r} 25 \times 1 \\ 25 \times 1 \end{array}$$

(a) Baia [6611N-1847E]: there was a construction site located on the east rn bank of the Danube, about 50 m from the water's edge, 100 m north of the harbor and 30 m north of the road leading to Baia. [redacted]

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the work, done by prisoners under military guard, was going on day and night. The construction site consisted of an excavation measuring about 50x10x four m. The bottom of the excavation was covered with stones (no concrete, however), as were the planted walls which reached to a height of about one m. [redacted] no machinery or structures around the site, although [redacted] the sound of machinery (probably rock breakers) coming from the bottom of the excavation. [redacted] no earth mounds near the site; but [redacted] two gravel heaps. There were no rail tracks in the area. [redacted] the number of workers was about 50. These workers were supervised by Hungarian Army officers. There were guards around the site who prohibited unauthorized persons from approaching. Electric wires (probably from the main Baja lines) on small wooden posts reached the area. Surrounding terrain was farm land; the stretch between the Danube and the site was grass covered. [redacted] this construction site would be a system of casemates.

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-2- [REDACTED]

25X1 (b) Dunafoldvar /4648N-1855E7: [REDACTED] a bridge under construction here in May 1951, but believe that it was actually reconstruction work, because the concrete bridge supports appeared to be old. The bridge had five concrete supports: the two at the extremes on dry ground. These supports were about four by three m; their height above water level was about eight m. There were two or three concrete supports lying on the river banks. At that time of observation the two supports on both sides of the river were connected by steel arch structures, and the section between the middle support and the two supports nearer the shores was not completed. The total length of the bridge was approximately 200 m (about 50 m between supports).

[REDACTED] There was a work site on the western bank of the river near the bridge where bridge structures were being assembled. I [REDACTED] the bridge should have been ready by May 1952. [REDACTED] no other bridge construction in the area.

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(c) Budapest: In June 1951 [REDACTED] a bridge [REDACTED] was located about one km downstream from the Parliament building (the closest bridge to the Parliament building). [REDACTED]

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[REDACTED] this bridge was damaged during the war. [REDACTED] only the bridge supports, consisting of four x two m concrete legs, were in place. [REDACTED] two cranes (capacity unknown), one on each bank, and one floating dock on which bridge structures were being welded. From hearsay and observation [REDACTED] this would be a steel arch bridge. The width of the Danube at the bridge site was approximately 120 m. [REDACTED] the bridge would be finished by the end of 1952, and that street car tracks were to be installed on it. This was the only bridge under construction in Budapest at this time.

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